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12 PAGES

PHOENIX, ARIZONA, SATURDAY MORNING, MAY 5, 1906

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GARFIELD'S REPORT PRESIDENT'S MESSAGE

Two Documents That Loosen the Tongue of Henry H. Rogers

He Makes a General Denial of Principal Charges and Follows With Sarcastic Comments—President of the New York Central Also Makes a Statement of Denial.

Washington, May 4.—The president today transmitted to congress the report of Mr. Garfield, commissioner of corporations, giving the results of his investigation of the subject of transportation and freight rates in the oil industry. The president expressed the view that the report is of capital importance because of the effort being made to secure such enlargement of powers to the interstate commerce commission as will confer upon the commission power to in some measure meet the clearly demonstrated needs of the situation. The fact set forth in the report, he declares, in most parts not disputed, that the Standard Oil has benefited enormously, up almost to the present moment, by secret rates, many of which are clearly unlawful. The president says the report clearly shows that the benefit thereby secured amounts to at least three quarters of a million a year, and the ultimate profit from the public much larger. A statement added that the department of justice will take up the question of instituting the prosecution of certain cases, and the hope is expressed that congress will enact into law the bill of Mr. Knox to correct the interpretation of the immunity provision, as rendered in Judge Humphrey's decision.

In summarizing his report, Garfield speaks personally of his visit to the oil fields and the great mass of data obtained.

Preliminary to a study of this was the transportation question which enters so largely into the cost of the finished product, hence the most important factor of competition. Garfield refers to seven instances of important discriminations in favor of Standard Oil by the railroads in various parts of the country, and says most of the secret rates, and some open discriminations discovered by the bureau were abolished by the railroads shortly after discovery.

ROGERS' CAUSTIC REPLY.

Takes Mr. Garfield Severely to Task for His Observations.

New York, May 4.—In reply to President Roosevelt's message and the report of Commissioner Garfield, Messrs. H. H. Rogers and John D. Archbold, of the Standard Oil company, said that their examination of the message and report had necessarily been a hurried one and that they should at a later date make a full answer to their shareholders. Meanwhile they made a statement to the Associated Press, which is in part as follows:

"In the president's effort to secure the passage of a bill enlarging the powers of the interstate commerce commission and just and equitable railroad rates we have precisely the same interest that any good citizen has. No more and no less. Regarding his criticisms upon the management of the railroads, or his strictures upon any acts of the interstate commerce commission, we have neither responsibility nor concern. When, however, he or Commissioner Garfield attacks the Standard Oil company and uses its methods of doing business as an object lesson for the people promoting his views, we protest. It may be frankly stated at the outset that the Standard Oil company has at all times with due regard for the law sought to secure the most advantageous freight rates and routes possible. There will be no denial of this fact on our part. The

question is whether we have at any point violated the law or the proprieties.

"The present inquiry grew out of a resolution adopted by congress a year ago on motion of Mr. Campbell of Kansas, instructing that the secretary of commerce and labor investigate the oil business as carried on in this country. We welcomed the investigation. When Commissioner Garfield, in the discharge of his duties, visited our offices, he and his experts were given free access to our books and the fullest opportunity to ascertain the manner in which our business was conducted. Frank disclosures of all our methods was made, and every criticism offered by him was met with a candid and painstaking answer.

"So conscious were we of our rectitude that we repeatedly implored Mr. Garfield to make public the conditions of our standing in Kansas, but he refused. We proposed ourselves to answer some of the unfair criticisms upon the subject, but refrained on Mr. Garfield's advice and on his assurance that his report would present the case fairly. It turned out that so far as Kansas was concerned the state authorities abandoned their attack.

"We say flatly that any assertion that the Standard Oil company has been or is now knowingly engaged in practices which are unlawful is alike untruthful and unjust.

"The commissioner's report, upon which the president's message is based, opens with the statement that the manufacture of refined oil in this country is about 26,000,000 barrels annually. It is important, but it would nevertheless be fair for him to have stated that over 15,000,000 barrels of this annual manufacture is exported, and with its manufacture or the price, the American public is not concerned.

"He next calls attention to the fact that the Standard Oil refineries are located at centers of distribution, while the independent refineries are usually in the crude oil fields. This fact, if borne steadily in mind, will answer very many of the criticisms which he later indulges in. He charges that this location of refineries and the natural advantages following it were obtained by means of unfair competitive methods, but beyond this mere assertion does not go into a history or explanation of these alleged unfair methods at all. He says the development of the pipe line system of the Standard Oil company was the result of special agreement with the railway companies. What he can mean is that our apprehension. As a matter of fact, the development of the pipe line system by the Standard Oil company was in the face of violent hostilities on the part of the railroads, which naturally were opposed to the introduction of such a means of transportation.

"It is charged that we enjoy a monopoly in certain parts of New England because some of the railroads there refuse to prorate. The man who could be deceived by such a statement must be pretty dense.

"Obviously, we have an advantage by the use of our own pipe lines from the western oil fields to the coast and the use of water transportation from western points. But this advantage is one which it is not possible to correct by any rate legislation, unless it is proposed to bankrupt the railroads in order to meet water competition.

"The commissioner says the Standard Oil company has habitually received from the railroads, and is now receiving, 'secret' rebates, and other

unjust and illegal discriminations. It is hardly fair or manly for him to add the sentence, 'Of course, there may be other secret rates which the bureau has not discovered.'

"In dealing with the discriminations, which are alleged to be violations of the interstate commerce law, the plain answer is that if Mr. Garfield's statement is correct, it was the duty of the interstate commerce commission to have taken action and brought not only the Standard, but the railroads involved, to book, and this they have never done. Violations of the law in this respect do not fall within the jurisdiction of the bureau of corporations, and any statement on the part of Mr. Garfield respecting this subject is gratuitous and valueless.

"Again, he has no control whatever over state rates, which, by the law, are put under the jurisdiction of the state authorities, and over which the bureau of corporations has no control. The interstate commerce commission have any control. But, all of this aside, there have been no secret rates or unlawful discriminations in the interest of the Standard Oil company.

"The statement that the 'Standard Oil company has largely by unfair and unlawful methods, crushed out the competition,' is fully answered by the fact that home competition has always existed, is steadily growing, and that there are now at least 125 competitive refineries in the United States.

"As to the claim that changes in the Standard Oil company have been made since the commissioner's report, all the Standard Oil company has to say is that any such changes have been made without its suggestion or effort."

A RAILROAD ANSWER.

New York, May 4.—Replying to the statement of Commissioner Garfield that the New York Central railroad refused to disclose its rates within New York state, W. H. Neman, president of that company, said:

"We refused to furnish our state rate to the bureau of corporations of the department of commerce and labor because the department has jurisdiction only over interstate commerce. We cheerfully gave the department access to our interstate commerce books, just as we would give the proper state authorities information as to our state rate, if it was called for."

THE PRESIDENT AND HEPBURN BILL

Mr. Roosevelt Outlines His Views to Newspaper Correspondents.

Washington, May 4.—Thirty-six members of the corps of the corps of the Washington association of newspaper correspondents, representing the leading daily newspapers and press association in the United States, met President Roosevelt by invitation in the cabinet room of the executive offices this afternoon to discuss with him the status of the president's views as to certain pending amendments to the Hepburn bill. The meeting lasted more than an hour. While the president made it clear at the outset that he desired not to be quoted directly as to the views he might express, he said that he was perfectly willing that his views should be known and he stated in the language of the members of the press who were present. The discussion dealt chiefly with the various propositions for a court of review, from the broad amendment proposed by Senator Bailey of Texas, to the restricted amendment offered by Thomas Long of Kansas. The president indicated clearly and positively that he would be satisfied with the enactment of the Hepburn bill, as it was reported to the senate from the committee on interstate commerce. He pointed out, however, that some advocates of railroad rate legislation, as sincere as they are of the legislation as he himself was, believed it would be wise to amend the measure as to provide for a review of the decisions of the interstate commerce commission by the courts.

WEATHER TODAY.

Washington, May 4.—Forecast for Arizona: Fair, Saturday and Sunday.

Buggy Tires

and the latest improved machine for putting them on.

Racyle

The largest selling High Grade Wheel in the world, and at the Arizona Territorial Fair races it took \$80 out of \$64 cash prizes.

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Four room brick dwelling with acre of ground, suburban, near car line, \$1300. Very cheap.

Three lots with stone warehouse, Fifth avenue and Madison street, \$6,000. Snap.

Seven room frame dwelling near car line, suburban, \$1700. Snap.
Bargains in beet, orange and desert land. Large and small tracts.

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NAVAL BILL TALKED ABOUT

But Nothing of Importance Was Done to It

Senate Spent Its Time in a Perfunctory Way, and in Making Amendments to the Rate Bill.

Washington, May 4.—The house spent another day in consideration of the naval appropriation bill, the speeches in a large measure being in support of the bill and the naval program therein outlined. Mr. Burton of Ohio delivered a scholarly address against what he termed the needless enlargement of the navy, contending that the American nation could well afford to serve notice upon the other nations that it stood for international arbitration and the peace of the world. Mr. Butler of Pennsylvania and Mr. Calder of New York supported the bill, both agreeing that the measure lately introduced in it than any bill reported from the naval affairs committee in years.

A feature of today's session was the close attention paid by the house to the reading of the president's message on oil and transportation and general applause was accorded it on its conclusion. The house will continue the consideration of the naval bill tomorrow.

THE SENATE.

Washington, May 4.—In accordance with the agreement of last Monday the senate today entered upon the consideration of amendments to the railroad rate bill under the fifteen-minute rule. Little progress was made.

The greater part of the day was devoted to Mr. Lodge's provision bringing pipe lines within the terms of the bill and it was ultimately unanimously agreed to after amending it so as to exclude gas and water lines from its operation, thus practically confining it to oil lines. There were two roll calls, but neither was of importance, as on one accepting the amendment there was no division whatever, while the action taken on the other, on the question of confining the provision to oil lines, was practically nullified by the subsequent elimination of gas and water from the amendment. The provision was so amended as to make it applicable to the oil pipe line in the Panama canal zone.

A proposition by Mr. Foraker, to exclude refrigerator cars from the requirements of the bill and another by Mr. McCumber, making the requirements concerning those cars more stringent than in the original bill, were impartially voted down.

During the day there were many short speeches on the amendments and also more or less discussion of points of order. Upon the whole the day's proceeding was quite perfunctory, being rendered so by the general knowledge of the fact that the republican senators were on the eve of an agreement that would determine the character of the bill. There was an evident general disposition to await that agreement and an adjournment over tomorrow was taken for the purpose of having it perfected.

PRICES AGAINST SHORTS

The Bears Hurried to Get Under Cover.

New York, May 4.—The movement of prices of stocks turned definitely against the shorts today, and there was a lively demand from uncovered bears to secure stocks.

STOCKS.

Amalgamated Copper, 102; Sugar, 13 1/2; Anaconda, 240; Atchison, 89 1/2; Atchison pfd, 100 1/2; N. J. Central, 125; C. & O., 56; St. Paul, 163 1/2; Big Four,

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95; C. & S., 31 1/4; C. & S. 1st pfd, 67 1/2; & S. 2d pfd, 46; Erie, 40 1/2; Manhattan, 151; Metropolitan, 111; M. P., 88 1/2; N. Y. Central, 138; Pennsylvania, 134; St. L. & S. F., 2d pfd, 43; S. P., 63 1/4; U. P., 93; U. S. Steel, 29; U. S. Steel pfd, 105; W. U., 91 1/2.

BONDS.

U. S. ref. 2s reg. and coupon, 102 1/2; U. S. 3s reg. and coupon, 102; U. S. old 4s reg. and coupon, 104 1/2; U. S. new 4s reg. and coupon, 130.

GRAINS.

Chicago, May 4.—Profit taking by local bulls caused an easy close in the wheat market here today, final quotation on the July delivery being off 1/4. July opened at 78 1/2@78 3/4, advanced to 79 1/2@79 3/4 and closed at 78 3/4@78 1/2. July corn opened at 45 1/2@45 3/4, July oats opened at 30 1/2, 30 1/4 between 30 1/2@30 3/4 and closed 24 1/2.

METALS.

New York, May 4.—Copper was lower in London with spot closing at \$83 5/8 and futures at \$81 7/8 6d. Locally no change reported, with lake quoted at \$13.50@13.75; electrolytic, 13.50@13.50; casting, \$18.00@18.25. Lead was unchanged at \$16 7/8 in London. Locally no further change was reported with quotations ranging from \$5.00@5.75. Spelter was unchanged at \$26 10a in the London market, but was a shade lower at \$26.00@26.10 locally. Silver, 66 1/2; Mexican dollars, 50 1/2.

CATTLE AND SHEEP.

Chicago, May 4.—Cattle receipts 2,000; steady. Common to prime steers, \$4.00 @4.30; cows, \$3.25@4.50; heifers, \$2.75 @3.50; bulls, \$2.00@4.75; calves, \$7.75@8.75; stockers and feeders, \$2.75@4.50. Sheep receipts 5,000; strong. Sheep, \$4.75@5.65; yearlings, \$5.40@5.55; lambs, \$5.50@7.50.

CUBAN REVOLUTION.

Wild Rumors That Caused Alarm, but Were Not Verified.

Jacksonville, Fla., May 4.—A dispatch from Key West says there were alarming reports that a revolution had broken out in the eastern end of Cuba, under the leadership of Modesto Leal, an assistant of the cigar makers' strike in Key West last November, but the rumors lack verification.

MINERS' CONVENTION WILL ACT TODAY

A Note of Peace Though Strike Sentiment Preponderates.

Scranton, Pa., May 4.—The United Mine Workers' convention of delegates from the three anthracite districts, which have been in session for the past two days, considering the refusal of the mine operators to grant the demands of the mine workers, will declare itself finally and definitely tomorrow.

The entire situation is now believed to rest with President John Mitchell. The convention, at its session this afternoon, which was a very brief one, decided to refer the entire question to the general scale committee of thirty-three, with instructions to report recommendations to the convention tomorrow at 10 o'clock. The reference brought into the situation for the first time since the delegates began to arrive in the city a possible suggestion of peace, though it is generally believed tonight that a majority of the delegates still favor the declaration of a strike.

PARISIAN STRIKERS.

About 75,000 Still Out, but There is Little Violence.

Paris, May 4.—The officials of the police department estimate the number of strikers remaining out in Paris and its vicinity at 75,000. Work on all excavations of the subway has been suspended by agreement between the contractors, and will not be resumed until the men accept the old conditions. The representatives of the various trades are meeting frequently, but no further disorder has occurred.

Some of the strikers' pickets have been arrested for attempting to interfere with men at work.

Some are short and some are small. Some are great and some are small. Of this earth each will have a share. While some complain their isn't fair. This one thing you can all enjoy And happy moments will employ With Donofrio's Cactus Candy.

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\$50,000
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NO NEED FOR CHARITY IN REBUILDING OF CITY

But Caring for San Francisco's Poor is Still a Herculean Task

Abuse of Railroad Privileges Will Result in Curtailment of Free Transportation—Municipal Committee Will Soon Give Way to Regularly Constituted Authorities

San Francisco, May 4.—With the increasing number of daily dismissals of its sub-committees, the general municipal committee will doubtless soon pass out of existence, and the direction of the affairs of the city will be restored to the regularly constituted officials. Many of the subordinate bodies have reported their labors completed and have been relieved from further duty. When the general committee finally adjourns there will remain of the various organizations that were formed immediately following the days of disaster only the committee on reconstruction of the finance committee.

The force of state militia on duty here is being gradually diminished and those of the regular soldiers who are not engaged in assisting in relief work are doing simple patrol duty. There has been no perceptible diminution in the number of persons applying for free transportation for points outside of the city and state, and despite measures to prevent unworthy persons from profiting by the generosity of the railroads, it is believed this privilege has been abused. A prominent passenger agent of one of the large roads said today that in consequence it is likely that the giving of free transportation to women and children and of half rates to certain classes of men may be stopped at any time. The tickets thus far issued require that the holders must start for their destination before tomorrow night. The railways have perfected their plans for the removal of the debris on a large scale. They estimate that there is piled up cubic yards of waste to remove and have arranged for an elaborate system of bunkers to be connected with the spur tracks.

The San Francisco clearing house today received a report from its executive committee which was adopted. A portion of the report read as follows: "The committee feels that the business interests, as such, do not need charity to aid them in rebuilding the city. With \$150,000,000 or more to be received from the insurance companies, the banks in a strong, solvent condition, bountiful harvests of produce and the state, and general underlying business sound, any further financial help should be looked for only on strictly business principles. In other words, since the insurance indemnity will largely replace the destroyed buildings, as well as stocks of merchandise and our banks able to meet general commercial requirements, individuals or institutions who may come to find it necessary or expedient to apply to outside sources for loans, should do so, as occasion may arise, on the usual basis of good security. The committee will in a day. We shall shortly have more money than can be immediately used; so it seems premature to assume that

the best information obtainable is to the effect that seven persons were killed and about twenty injured. A complete list of the killed and injured is yet unobtainable. The injured include Oscar Anderson of Delva, S. D. badly injured; will die.

Information received at Superintendent Preston's office this morning was to the effect that a number of passengers were fastened under the twisted iron and broken timbers of the wrecked cars, and whether they are dead or alive will not be ascertained until after the debris is cleared from the tracks.

Physicians from Altona, Huntington and Williamsburg were sent to the scene to render aid to the injured.

Our Boys Succeed

In January, 1904, Mr. W. N. Windes was driving a stage between Tempe and Phoenix. Having about an hour's time each day at his disposal, he decided to take up the study of shorthand and entered The Lamson Business College for this one hour's work. After spending about five months in this way, he was given a position as stenographer for Mr. Peters, of Tempe, with whom he has been ever since. Mr. Windes, desiring to take special work for the Civil Service examination, put in a half day, for two months, during our Summer Session last summer. On March 22d, he took the examination held in Phoenix, and on April 26th he received an appointment to Panama. The following letter to Mrs. Land, principal of the Shorthand and Typewriting departments, shows to what extent he attributes his success to the training received in the L. B. C.:

Mrs. Ellen B. Land,
Phoenix, Ariz.

Dear Mrs. Land:—I have just received the following telegram from Washington, D. C.: "Offer you employment Stenographer Isthmus Panama one hundred twenty-five dollars per month quarters free transportation New York to Colon. Wire reply stating earliest date can sail."

I took the Civil Service examination for Stenographer-Typewriter in Phoenix, March 22d. As yet I have not received a statement of the grades I received, but as those who have received the highest percentage are usually appointed first, I should judge that I made a fair average.

It has been stated by a prominent Civil Service authority that in order for a graduate of the ordinary commercial school to pass the Civil Service examination, he should have after graduation at least a year's work as a good office, or a year's hard practice in school. As yet I am unable to meet your requirement for a diploma. One would naturally conclude from this that your standards are higher than those of the ordinary business college. Of one thing I am sure, the standards of The Lamson Business College are high enough to insure the efficiency of any one who is able to secure your diploma.

Yours very truly,
W. N. WINDES.

There are many young people who, by a little effort and determination, could better their conditions in the same proportion that this young man has. START ON THE ROAD TO SUCCESS by taking a summer course in The Lamson Business College. Sessions beginning June 1st from 8 a. m. to 12 m. Call at the office or write for special information.

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